(c) if so, the reaction of Government in this regard; and

(d) what steps Government propose to take to implement National Highway projects in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The Government is aware of the position indicated in the news item in question.

(b) to (d) There has been growth of vehicle population on the National Highways but due to resource crunch, it has not been possible to develop the National Highways to the desired level. However, efforts are made to keep the National Highways in traffic worthy condition within the available funds. In order to augment the budgetary sources, it is proposed to involve the Private Sector participation also in the construction, maintenance and operation of fee based facilities on National Highways on BOT (Build, Operate and Transfer) basis.

Privatisation of inland waterways

1329. SHRI KRISHNA KUMAR BIRLA:
SHRI GHUFRAN AZAM:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have recently taken a decision to open up the Inland Waterways to be private sector for carriage of cargo;

(b) if so, the details of the private sector companies shown interest in this regard:

(c) whether the cargo handling situation at various ports will be improved as a result thereto; and

(d) if so, to what extent?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The National Waterways being maintained by the Central Govt. are opened for navigation by private as well as Govt. agencies for movement of cargo and passengers. Therefore, the Govt. taking a decision recently to open up the Inland Waterways to the private sector for carriage of cargo does not arise.

(b) However, to ascertain the chances of more private participation in operating vessels in the National Waterway No. 1 (The Ganga) for movement of cargo like crude oil, coke, coal, etc., an advertisement was made in newspapers in June, 1994 and the response was encouraging, as about 60 applications were received.

(c) and (d) The National Waterways (Ganga, Brahmaputra and West Coast Canal) are not directly connected with ports export the ports of Calcutta|Haldia with Ganga and Cochin with West Coast Canal. In respeyt of Calcutta|Hadlja and Cochin, cargo handling situation may improve.

Uncleaned DTC and STA Buses in Delhi

1330. SYED SIBTEY RAZI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the report captioned "Dirty buses add to commuters' woes" which appeared in the Hindustan Times dated the 9th July, 1994;

(b) if so, facts of these reports;

(c) whether the Depots under DTC have a post of Duty Officer to ensure proper cleanlines of buses before these are sent out for commuters' use;

(d) whether the buses under STA have some permit conditions to ensure cleanliness of buses;

(e) if so, details thereof;

(f) whether Government propose to empower the ATIs under DTC to make surprise checks in this regard and take action against the bus crew;

(g) whether Government also propose to educate the commuters to lodge complaints in this regard in the complaint books to be maintained by crew under STA and DTC; and

(h) if so, details thereof and if not, reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) DTC has a fleet of about 3500 buses and all the buses are regularly washed/cleaned. Besides, there are standing instructions to Depot Managers to ensure the cleanliness of buses before sending them on line. So far as the private buses plying in Delhi under STA Permits are concerned, the Government of National Capital Territoy of Delhi have informed that the owner of the bus is responsible for cleanliness of the bus as per the permit conditions. The permit conditions ae enforced by the STA.

(c) Traffic Supervisor of the Vehicle Examiner are posted at the Depot control room to check the cleanliness of the buses before the buses are outshedded.

(d) and (e) Yes, Sir. The owner of the buses plying under STA permit is responsible to keep the buses neat and clean as per permit conditions.

(f) At present there is no such proposal.

(g) and (h) The slogans to the effect that passenger may lodge complaint in case of any irregularity in the complaint book available with the Conductor in the bus or on telephone or written complaint to the Complaint Cell of the Corporation, are already printed in all the DTC buses. Telephone numbers of the complaint cell are also printed in all the DTC buses. So far as the buses plying under STA permit are concerned, the Government of National Capital Territory of Delhi have informed that their Transport Department/STA have a control room functioning round the clock where complaints are received from the public and action taken under the provisions of the Moor Vehicles Act and the permit conditions.

Road accidents in metropolitan cities

1331. SHRI PRAMOD MAHAJAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of road accidents which took place in each of the metropolitan cities during the last three years, year-wise and so far in 1994;

(b) what is the number of persons who died or seriously injured as a result of these accidents, year-wise, in each metropolitan city;

(c) what is the number of tribunals functioning in each metropolitan city to hear and dispose off the accident compensation claims;

(d) what is the number of compensation claims filed before these tribunals in each metropolitan city during each of the last three years and so far in 1994;

(e) what is the number of compensation claims that have so far been finalised, year-wise in each metropolitan city;

(f) what are the reasons for huge pendency of compensation claims; and

(g) what steps Government have taken or propose to take to expedite the finalisation of these claims?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (g) The information is being collected and will be laid on the Table of the House.

———